

LONDON- WEST MIDLANDS ENVIRONMENTAL STATEMENT

Volume 5 | Technical Appendices

CFA24 | Birmingham Interchange and Chelmsley Wood

Landscape report (LV-001-024)

Landscape and visual assessment

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Department
for Transport

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1 Introduction

- 1.1.1 The landscape and visual appendix for the Birmingham Interchange and Chelmsley Wood community forum area (CFA24) comprises:
- a summary of engagement with technical stakeholders (Part 1);
 - an environmental baseline report (Part 2);
 - assessment matrices (Part 3); and
 - a schedule of non-significant effects (Part 4).
- 1.1.2 Map series LV-02, LV-07 and LV-08, as referred to throughout this landscape and visual appendix, are contained in Volume 5, Map Book Landscape and visual. Map series LV-01, as referred to throughout this landscape and visual appendix, is contained in Volume 2, Map Book Landscape and visual.

Part 1 – Engagement with technical stakeholders

1 Introduction

1.1.1 This section describes engagement that has been undertaken with technical stakeholders in relation to the landscape and visual assessment for the Birmingham Interchange and Chelmsley Wood community forum area (CFA24).

Table 1: Stakeholder engagement

Stakeholder	Comment	Response
Solihull Metropolitan Borough Council (SMBC) July 2012	Letter sent 16 July 2012 to SMBC requesting comments on proposed viewpoints and photomontages. Letter dated 15 August 2012 received from SMBC confirming acceptability of viewpoints and photomontages with potential for additional viewpoints subject to design development.	The field surveys included assessment at the viewpoint locations and where appropriate the locations were modified as the assessment progressed.
SMBC	Meeting with SMBC on 26 February 2013 to discuss environmental design aims, work undertaken to date and programme. SMBC asked for clarification that the Warwickshire Landscapes Guidelines ¹ had been referenced.	Minutes of meeting issued 18 March 2013. ²

¹ Warwickshire County Council (1993). *Warwickshire Landscapes Guidelines* [online]. Available at: <http://www.warwickshire.gov.uk/landscapeguidelines> [Accessed June 2013].

² Meeting at Arup Solihull Offices:26/02/2013 between SMBC\CFA23 and CFA24 representatives. Minutes issues 18/03/2013.

Part 2 – Environmental baseline report

1 Introduction

- 1.1.1 This section describes the baseline for landscape character areas (LCAs) and visual assessment viewpoints located within the study area for this CFA. A summary of the landscape and visual baseline is provided in Volume 2. The LCA Volume 5: Maps LV-02-08b to LV-02-083a, which are based on an aerial photograph, also help to provide an overview of the character of the area, illustrating the pattern of development, distribution of open spaces and spread of vegetation.
- 1.1.2 This section is organised as follows:
- information on each LCA identified within the study area, including a description of the area and an analysis of the condition, tranquillity, value and sensitivity of each LCA. These are ordered from south to north along the route of the Proposed Scheme;
 - information on the nature of the existing views towards the Proposed Scheme from identified representative visual assessment viewpoints, during both winter and summer, and daytime and night-time where relevant. These are ordered from south to north along the route of the Proposed Scheme; and
 - future baseline conditions are also described.

2 Landscape character assessment

- 2.1.1 The LCAs have been determined with reference to a number of published studies, at the national, county and local level. Those of relevance to the study area are described below:
- the Natural England National Character Area 97³: Arden, which summarises the area as a well-wooded farmland landscape with a rolling landform;
 - the Warwickshire Landscape Guidelines⁴, which identifies seven LCAs within Warwickshire. The study area lies within the Arden LCA, which is described as “An historic region of former wood pasture and heath characterised by a dispersed settlement pattern, ancient woodlands and mature hedgerow oaks”;
 - the North Warwickshire Landscape Character Assessment⁵, which identifies the Blythe Valley Parkland farmlands, which lies within the study area and includes the following landscape character types: Ancient Arden, Arden Parklands and Arden River Valleys; and
 - the Solihull Countryside Strategy⁶, which divides Solihull District into ten countryside zones to which specific policies and objectives apply. The study area includes: Zone 8 “The Coventry Fringe”, Zone 6 “The Setting of Balsall Common”, Zone 5 “The Rural Heartland”, Zone 3 “The Motorway Corridor”, Zone 2 “The Western Fringe” and Zone 10 “North Solihull”.
- 2.1.2 Descriptions of all the LCAs identified within the study area are provided below. The LCAs are shown on Volume 5: Maps LV-02-080b to LV-02-083a. A summary description of the LCAs most likely to be affected is included in Volume 2, CFA24 Report, Section 9.
- 2.1.3 Where LCAs are located across boundaries between other CFAs (i.e. CFA23 Balsall Common and Hampton-in-Arden, and CFA19 Coleshill Junction), the baseline descriptions for these LCAs are reported in each CFA section in their entirety.

³ NCA Profile: 97 Arden NE337 2012/07/17 [online]. Available at: <http://publications.naturalengland.org.uk/category/587130>. [Accessed June 2013].

⁴ Warwickshire County Council (1993). *Warwickshire Landscapes Guidelines* [online]. Available at <http://www.warwickshire.gov.uk/landscapeguidelines>. [Accessed June 2013].

⁵ North Warwickshire Borough Council (2010). *North Warwickshire Landscape Character Assessment* [online]. Available at http://www.northwarks.gov.uk/site/scripts/download_info.php?downloadID=1668 [Accessed June 2013].

⁶ Solihull Metropolitan Borough Council (2010). *Solihull's Countryside Strategy: First Review 2010 – 2020* [online]. Available at: www.solihull.gov.uk/Attachments/countryside/firstrev.pdf. [Accessed June 2013].

M42 corridor LCA

The influence of the M42 and associated infrastructure dominates this area. The road has resulted in the severance of fields, the stopping up of local roads and in some locations the noise and visual interruption of moving vehicles reduces tranquillity. Outside of the highway boundary the enclosed, gently rolling landscape is defined by woodland edges, parkland and belts of trees. Incongruous elements include the over bridges and occasional sign gantries, as well as the landform modification and alignment, which cuts across the natural topography and field patterns.

Landscape condition

Although the motorway has disrupted land use and caused field severance, the land within the corridor remains a predominantly well managed agricultural landscape of pasture and arable uses where hedgerows, woodland and trees are in good condition and well maintained. To the north of the A45 Coventry Road, land severance and the influence of the urban fringe serve to marginalise agriculture and have led to a reduction in condition of, for example, hedgerows and hedgerow trees. Overall, the landscape is in fair condition.

Tranquillity

The principal influence on tranquillity is the M42, although in the section of the LCA north of Hampton-in- Arden the frequent approach of aircraft into Birmingham Airport further reduces tranquillity locally. Consequently, the tranquillity of the LCA is considered to be low.

Landscape value

The fair condition of the landscape, low tranquillity but absence of any landscape designations indicate that this is a landscape assessed as being of value at a local level.

Sensitivity

Due to the good condition, low tranquillity and local value, this LCA is assessed as being of low sensitivity to change.

Figure 1: M42 corridor LCA Date taken: 30 May 2012. Canon 550D, 35mm lens (stitched panorama).



Solihull rural heartland LCA

The Warwickshire Landscapes Guidelines⁷ identifies Arden as the wider LCA within which there are several landscape types, such as the Ancient Arden and Arden Parklands landscape types. The Solihull rural heartlands LCA has been identified for the purposes of this assessment as a sub area of the Arden LCA, described in the Warwickshire Landscapes Guidelines. As a whole, encompassing the CFA23 study area, the landscape of Solihull rural heartland LCA typifies the Arden Landscape LCA as a well-wooded farmland landscape with rolling landform, an ancient pattern of small fields, winding lanes and isolated hamlets.

Only a small part of the larger Solihull rural heartland LCA extends into the study area. In general the LCA has an open rural character, but in this area the LCA is more degraded with a greater influence of urban fringe land uses and highways such as the former quarry at the Arden Yard Landfill, the A45, and the A452 Chester Road, which are prominent features. In addition the field pattern in this section of the Solihull rural heartland LCA is larger and with fewer hedges. The M42, National Grid overhead lines and the built development of the National Exhibition Centre (NEC) also influence the character.

Landscape condition

The A452 Kenilworth Road, predominantly a dual carriageway in this area, has severed field patterns and cuts across the landform, as well as acting as a physical barrier to movement. However, areas of open farmland in productive agricultural use are generally in good condition and well maintained. Hedgerows and woodland, away from the immediate context of settlements are well managed and typical of the wider area.

Tranquillity

Local influences on tranquillity primarily include the A452 Kenilworth Road, the M42 as well as frequent aircraft on the approach to Birmingham Airport. These influences reduce tranquillity locally, such that the area has a medium tranquillity.

Landscape value

This LCA is close to, and readily accessible from, the Solihull/Birmingham conurbation. Based on the good condition and medium tranquillity, the area is assessed as being of value at a local level.

Sensitivity

Due to the good condition, moderate tranquillity and value at a local level, this LCA is assessed as being of medium sensitivity to change.

Figure 2: Solihull rural heartland LCA, Date taken: 25 May 2012, Canon 550D, 35mm lens (stitched panorama).



⁷ Warwickshire County Council (1993). *Warwickshire Landscapes Guidelines* [online]. Available at <http://www.warwickshire.gov.uk/landscapeguidelines>. [Accessed June 2013].

Blythe valley parkland farmlands LCA

The Blythe valley parkland farmlands LCA is defined in the North Warwickshire Landscape Character Assessment 2010. The LCA is located towards the eastern edge of the study area, to the east and south of Coleshill. This LCA is characterised by the narrow, meandering River Blythe, which passes through the broad gently sloping valley. A mix of agriculture, mainly pasture, and former parkland dominate this sparsely settled landscape. Settlement is limited to a few hamlets and farmsteads linked by a limited network of connecting lanes. This area’s proximity to Birmingham results in influences from features such as the landfill area near Packington (located to the south), the traffic noise from the M6 and the A446 Stonebridge Road, and the National Grid overhead lines and transmission towers.

Landscape condition

Despite its proximity to the West Midlands conurbation the rural historic parkland and river valley characteristics remain largely intact. However, pressures from golf course development and agricultural intensification have resulted in the loss of some features, such as meadows, wetlands vegetation and hedgerows. Overall, the condition is judged to be good.

Tranquillity

The limited number of settlements and connecting roads contributes strongly to the peaceful, undisturbed character of this riverside environment. Traffic noise from the M6, M6 (Toll) and A446 Stonebridge Road is apparent, reducing the tranquillity of the area to medium.

Landscape value

The area forms part of the green belt designation and is, therefore, considered to be valued at a regional level.

Sensitivity

Balancing the good condition, moderate tranquillity and regional value, the overall sensitivity of this LCA within the study area is considered to be medium.

Figure 3: Blythe valley parkland farmlands LCA, Date taken: 19 September 2012. 35mm lens (stitched panorama).



Birmingham Airport and NEC LCA

The NEC occupies a 245ha site, comprising approximately 19ha of covered exhibition space, around 67ha of hard standing and 30ha of woodland⁸. The key characteristics of the area include: extensive low rise exhibition buildings; infrastructure, such as Birmingham International station, Birmingham Airport and hotel accommodation; extensive access road, car parking and associated planting. At night, the area is brightly lit by highway lighting and light spill from surrounding buildings and road junctions.

Landscape condition

The buildings, surface treatment and vegetation within the area form part of a well-managed, commercial environment and are well maintained. The overall landscape condition is good.

Tranquillity

This area is in proximity to, or encompasses, the M42, the A45 Coventry Road, Birmingham Airport and Birmingham International station forming a busy hub of transport infrastructure which introduces both movement and noise. For some areas there is an increased tranquillity, arising from the fact that intensive use, for example of car parks, is confined to peak periods. However, overall the LCA is transport and commerce dominated and of low tranquillity.

Landscape value

The area has limited landscape value due to the commercial land use and extensive areas of parking and associated road networks coupled with the lack of public open space. Overall, although this LCA includes woodland and landscape infrastructure associated with the roads in particular, the Birmingham Airport and NEC LCA, it is assessed as being of local landscape value with a limited sense of place away from the key infrastructure components.

Sensitivity

The commercial and functional nature of the Birmingham Airport and NEC LCA, coupled with the dominance of parking areas and the road network, is such that the area is assessed as having a low sensitivity to change.

Figure 4: Birmingham airport and NEC LCA, Date taken: 30 May 2012. Canon 550D, 35mm lens (stitched panorama).



⁸ NEC; About Us [online]. Available at: <http://www.thenec.co.uk/about-the-nec/who-we-are/>; [Accessed August 2013].

Birmingham Business Park LCA

Construction of the Birmingham Business Park was completed in the 1980s. It has approximately 100 occupiers within a designed, maturing landscape of broad tree and shrub lined access roads, screened parking areas and typically two to four storey modern office developments within an overall site area of approximately 45ha⁹.

Landscape condition

The buildings, surface treatment and vegetation within the area are well maintained to create a high quality environment. The overall landscape condition is good.

Tranquillity

Outside of peak access hours, at the beginning and end of the working day, the area is relatively quiet with little movement of vehicles and activity is focussed within the buildings. However, its location in the urban fringe and proximity to the airport and transport corridors creates an overall environment of medium tranquillity within this LCA.

Landscape value

The area has limited landscape value due to the commercial land use, restricted access for other users and lack of public open space.

Sensitivity

This LCA is in good condition, of medium tranquillity and of local value. It is a recent landscape of local value and restricted access, and consequently is assessed as of low sensitivity to change.

Figure 5: Birmingham Business Park LCA. Date taken: 25 July 2012, Canon 550D, 35mm lens (stitched panorama).



Chelmsley Wood LCA

Chelmsley Wood is a residential area of predominantly 1960s and 1970s planned, large-scale, medium density, estates of mostly low rise semi-detached housing. Key characteristics include planned open space, shopping and active recreational areas; contained by the M6/M6 toll and M42, which define the edge of built development; and peripheral areas of remnant agricultural land, which provide a semi-rural edge to the LCA.

Landscape condition

The condition of buildings, surface treatments and vegetation varies across the area a. The overall landscape condition is fair.

Tranquillity

The sub urban streets are relatively busy with traffic and pedestrian activity. Overall it is judged as being of medium tranquillity.

Landscape value

This suburban area of largely residential land use is assessed as being of local value.

Sensitivity

Due to the fair condition, medium tranquillity and local value this LCA is of medium sensitivity.

Figure 6: Chelmsley Wood LCA, Date taken: 25 May 2012, Canon 550D, 35mm lens (stitched panorama).



⁹ Birmingham Business Park; Birmingham Business Park+ [online]. Available at: <http://birminghambusinesspark.co.uk/the-park-19>; [Accessed August 2013]

Cole Valley LCA

The extent of the Cole Valley LCA within the study area is limited to an isolated area to the west of the M6 and north of Chelmsley Wood, the majority of the LCA being in Coleshill Junction (CFA19).

This LCA is located to the west of the CFA. The LCA is characterised by contrasting land uses of agriculture, residences and industry across former parkland. With the exception of the Lakeside Industrial Park, industrial usages are in the south of the LCA (beyond the CFA boundary). The landform of the LCA is a broad valley with areas of gently undulating terrain. It is crossed by the meandering and narrow River Cole, the M42, M6 and M6 Toll, which are heavily trafficked and lit at night. Additional infrastructure crossing the LCA is the Birmingham and Derby line, Birmingham to Nuneaton line, National Grid overhead power lines and several roads linking to settlements, such as the B4114 Birmingham Road and Attleboro Lane. These major transport routes and infrastructure elements heavily fragment the agricultural character of the LCA. Additionally the northern agricultural area is enclosed by the settlements of Coleshill, Gilson, Water Orton and Solihull. There is some intermittent built form at Coleshill Manor (Grade II listed), Coleshill Hall Farm (Grade II listed) and Gilson Hall (Grade II listed) and several residences. There are two large linear woodland blocks within the grounds of Coleshill Manor, The Belt and The Catmore, which with the vegetation of mature trees along the course of the River Cole, the transport corridors and hedgerow field boundaries, are the key vegetation components within the LCA. The generally open and vegetated character of the agricultural areas contrasts with residential and industrial usages in the southern section of the LCA and with the surrounding settlements. There are a few PRoW which cross the LCA, mainly linking the surrounding settlements and crossing the motorway network via overbridges.

Landscape condition

The woodlands, vegetation along the River Cole, the transport corridors and the field boundaries appear to be relatively well maintained. Therefore the landscape condition is considered to be fair.

Tranquillity

Due to the heavily trafficked major transport routes, of which the M6 forms a boundary of the LCA and the substantial levels of street lighting, the tranquillity is considered to be low.

Landscape value

The LCA is designated green belt and is therefore considered to be valued at a regional level.

Sensitivity

Due to the fair condition, low tranquillity and regional value the sensitivity of the LCA is considered to be medium..

Figure 7: Cole Valley LCA, Date taken: 01 August 2012. 35mm lens stitched panorama.



3 Visual baseline

- 3.1.1 Descriptions of the identified representative viewpoints are provided below. The viewpoints are shown on Volume 5: Maps LV-07-080b to LV-07-083a and LV-08-080b to LV-08-083a. For each viewpoint, the first part of the baseline description relates to the view during winter, the second part relates to the summer view for viewpoints considered in the operational assessment and, for residential, the third part relates to the view at night-time.
- 3.1.2 Photos have been included to represent the view from visual receptors during winter and, where relevant, summer. For some visual receptors, no appropriate location from which to capture a representative photo of the view was available, therefore no photo has been included and the assessment has been undertaken based on professional judgement.
- 3.1.3 The number identifies the viewpoint locations which are shown on Volume 5: Maps LV-07-080b to LV-07-083a and LV-08-080b to LV-08-083a. In each case, the middle number (xxx.x.xxx) identifies the type of receptor as follows:
1. Protected views - these relate to those viewpoints, panoramas and viewing corridors that have been designated by local authorities, county councils or other relevant stakeholders. Protected views have a high sensitivity to change. None of these receptor types have been identified within the study area;
 2. Residential views – these have a high sensitivity to change, as attention is often focused on the landscape surrounding the property, rather than on another focused activity (as will be the case in predominantly employment or industrial areas);
 3. Recreational views – these receptors (apart from those engaged in active sports) generally have a high sensitivity to change, as attention is focused on enjoyment of the landscape. Tourists engaged in activities whereby attention is focused on the surrounding landscape or townscape also have a high sensitivity to change;
 4. Transport views - travel through an area is often the means by which the greatest numbers of people view the landscape. Because of the glimpsed nature of the view from trains or vehicles, people travelling through an area on main roads have a low sensitivity to change. People travelling through urban areas (including pedestrians where the focus is not in recreation) also generally have a low sensitivity to change;
 5. Hotels and healthcare institutions - people staying in hotels and healthcare institutions have periods of time when their attention may be focused on the landscape, whilst at other times attention is more likely to be focused on other activities. Based on the level of interaction with the surrounding landscape, these receptors have a medium sensitivity to change. None of these receptor types have been identified within the study area or, where present, they have been represented by other viewpoint categories;;
 6. Employment - people at work and within educational institutions are the least sensitive receptors, as their attention is likely to be focused on their work activity. These receptors have a low sensitivity to change. None of these receptor types have been identified within the study area or, where present, they have been represented by other viewpoint categories; and
 7. Active sports - people engaged in active sports have a low sensitivity to change as their attention is likely to be focused on their activity. None of these receptor types have been identified within the study area or, where present, they have been represented by other viewpoint categories.

Viewpoint 297.3.003: View north-east across Armac Yard Landfill from North of PRoW M108

This view is from the north of public right of way (PRoW) M108 along the dismantled Hampton-in-Arden to Shustoke line running north from Hampton-in-Arden, overlooking the landfill and quarry void associated with the former Arden Brickworks, now operated as the Armac Yard landfill.

Winter

Semi-mature trees in the foreground filter views of the landfill in the middle ground. These landfill works and associated access track in the foreground are the main focus of this view through the foreground vegetation. The background is formed by agricultural fields and successive belts of mature trees.

Summer

In summer the trees in the immediate foreground and those forming field in the background obscure further views to the north-east.

Figure 8: Viewpoint 297.3.003 - winter view. Date taken: 05 February 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 9: Viewpoint 297.3.003: Summer view. Date taken: 30 May 2012. Canon 550D, 35mm lens (stitched panorama).



Viewpoint 298.3.002: View south-west across Chester Road towards the Stonebridge Island Toby Carvery from PRow M96

This view is from PRow M96, where it meets the A452 Chester Road looking west/south-west towards Stonebridge Island and the elevated A45 Coventry Road.

Winter

The A452 Chester Road dual carriageway and the associated highway corridor form the foreground of this view. The A452 Chester Road connects to the A45 Coventry Road at the Stonebridge Island in the middle ground, with the Stonebridge Island Toby Carvery public house present on the horizon and a number of mature trees, lining the top of the cutting on the right hand side of the view. Highway modifications associated with the Proposed Scheme will extend to the viewpoint.

Summer

In summer the Stonebridge Island Toby Carvery public house and the A45 Coventry Road and longer distance views are heavily filtered by intervening vegetation.

Figure 10: Viewpoint 298.3.002: Winter view. Date taken: 18 February 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 11: Viewpoint 298.3.002: Summer view. Date taken: 30 May 2012. Canon 550D, 35mm lens (stitched panorama).



Viewpoint 299.3.001: View north-east across pasture adjacent to Church Lane from PRow M107

This view is from PRow M107 looking north-east from the north of Bickenhill towards the M42 corridor from the vicinity of residential properties on Church Lane.

Winter

This view is formed by hedges and mature trees, bounding paddocks and pasture, in the foreground. Residential properties located to the north along Church Lane are to the left hand side of the view, but are not visible. Further vegetation, in the middle ground and where the ground falls away in in background screens views of the M42 corridor.

Summer

In summer, views from this location and the properties on Church Lane and longer distance views towards the M42 corridor and the site are filtered by intervening vegetation.

Figure 12: Viewpoint 299.3.001: Winter view. Date taken: 04 February 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 13: Viewpoint 299.3.001: Summer view. Date taken: 30 May 2012. Canon 550D, 35mm lens (stitched panorama).



Viewpoint 299.4.002: View east along East Way from Middle Bickenhill Lane Bridge

This view is from the elevated crossing of East Way on Middle Bickenhill Lane looking east towards A45 Coventry Road.

Winter

This view encompasses East Way, enclosed on both sides with grass verges and dense belts of mature trees and shrubs. Views are focussed along the highway by the vegetation which largely obscures views through to the background hills and limits visibility either side of the highway. The Armac Yard landfill and former brickworks chimney stack can be seen in the middle ground to the right. The Proposed Scheme will lie behind the existing vegetation across the view, approximately 400m from the viewpoint, measured to the centre line. Lighting columns and signs form a contrast with the vegetation.

Summer

In summer, the existing vegetation in the foreground and middle ground largely obstructs longer distance views.

Figure 14: Viewpoint 299.4.002: Winter view. Date taken: 25 February 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 15: Viewpoint 299.4.002: Summer view. Date taken: 30 May 2012. Canon 550D, 35mm lens (stitched panorama).



Viewpoint 299.3.003: View north-east across Middle Bickenhill farmland from footpath parallel to East Way

This view is taken from the footpath adjacent to East Way looking north-east across arable farmland towards Middle Bickenhill Farm.

Winter

The foreground of the view comprises a timber post and rail fence and hedgerow, with arable farmland beyond, which falls towards Middle Bickenhill Farm buildings and the properties on Middle Bickenhill Lane. A number of fields, bounded by mature hedgerows scattered with mature trees, occupy the middle ground and recede into the background. Packington landfill, transmission towers and overhead power lines are visible in the middle of the view, forming incongruous elements on the skyline.

Summer

In summer, vegetation along the footpath filters views across the landscape with the exception of gaps in the hedge such as that recorded in the photograph.

Figure 16: Viewpoint 299.3.003: Winter view. Date taken: 25 February 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 17: Viewpoint 299.3.003: Summer view. Date taken: 30 May 2012. Canon 550D, 35mm lens (stitched panorama).



Viewpoint 299.4.004: View north-east over M42 along East Way from East Way bridge

This view is from the elevated East Way bridge crossing the M42 looking north-east.

Winter

The M42 and associated lighting columns dominates the foreground of this view. A transmission tower is a further prominent infrastructure element. The verges and planting adjacent to the M42 partially obscure views of the middle and background formed of arable farmland and woodland but Packington Landfill is a prominent element in the background. The Proposed Scheme and location of the Birmingham Interchange station lies adjacent to the M42 in the middle ground.

Summer

In summer vegetation provides partial screening, though due to the elevated nature of the East Way bridge long views towards Packington Landfill are still obtained.

Figure 18: Viewpoint 299.4.004: Winter view. Date taken: 25 February 2013. Canon 350D, 50mm lens (stitched panorama).





Figure 19: Viewpoint 299.4.004: Summer view. Date taken: 30 May 2012. Canon 550D, 35mm lens (stitched panorama).



Viewpoint 299.2.005: View north-east along Middle Bickenhill Lane from Elm Gables residential receptor

This view is from Middle Bickenhill Lane adjacent to the Elm Gables residential property looking north-east. The view north-east has been used as opposed to the direct view east as the direct view is obstructed by a hedge and rising landform beyond.

Winter

The view is characterised by residential properties and well established verges and hedgerows in the foreground. A group of mature trees in the middle ground partially screen longer views although the prominent restored landform of Packington landfill rises up to form a small hill on the horizon in the background. The Proposed Scheme and location of the Birmingham Interchange station lies in the middle ground, approximately 250m distant at the closest point.

Summer

In summer at ground level, the intervening vegetation lightly filters and partially obscures views towards the Proposed Scheme, which lies within the undulating landform in the middle ground.

Night-time

At night the area is unlit, with only residual light emitted from the adjoining residential properties.

Figure 20: Viewpoint 299.2.005: Winter view. Date taken: 18 February 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 21: Viewpoint 299.2.005: Summer view. Date taken: 30 May 2012. Canon 550D, 35mm lens (stitched panorama).



Viewpoint 299.2.006: View south-east along from Middle Bickenhill Lane from Meadow Cottage

This view is from the road adjacent to the Meadow Cottage Kennels looking south-east. The view south-east has been used as opposed to the direct view east, as this is obstructed by a hedge and rising landform beyond.

Winter

Middle Bickenhill Lane, lined by a mature hedgerow, forms the foreground of the view. Due to the density of this vegetation, only intermittent views are possible through gaps in the hedgerow to the agricultural fields in the middle ground and background.

Summer

In summer, the intervening vegetation heavily filter and obscures views at ground level, but not from upper floors of the residential properties.

Night-time

At night, the area is unlit, with only residual light emitted from the adjoining residential properties.

Figure 22: Viewpoint 299.2.006: Winter view. Date taken: 18 February 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 23: Viewpoint 299.2.006: Summer view. Date taken: 30 May 2012. Canon 550D, 35mm lens (stitched panorama).



Viewpoint 299.4.008: View east along East car park road from Hilton Birmingham Metropole hotel roundabout

This view is along East car park road from the Hilton Birmingham Metropole hotel roundabout.

Winter

A wide road flanked by verges with tall street lamps dominates the foreground. A car park is visible in the middle ground beyond. A solid belt of woodland separating the NEC parking from the M42 is visible on the skyline in the background.

Summer

In summer, the background vegetation forms a solid screen on the skyline, screening views of the M42 beyond.

Figure 24: Viewpoint 299.4.008: Winter view. Date taken: 25 February 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 25: Viewpoint 299.4.008: Summer view. Date taken: 30 May 2012. Canon 550D, 35mm lens (stitched panorama).



Viewpoint 300.3.001: View south-west across Church Farm farmland from PRow M96

This viewpoint is representative of the view from the PRow M96 looking west.

Winter

An arable field forms the foreground. In the middle ground a dense, belt of mature trees runs south-east following a small tributary to the River Blythe. A filtered view of the background, containing the A452 Chester Road, a transmission tower and National Grid overhead power line can be seen, comprising arable farmland and a further belt of mature trees on higher ground.

Summer

In summer, longer distance views are heavily filtered by intervening vegetation.

Figure 26: Viewpoint 300.3.001: Winter view. Date taken: 25 February 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 27: Viewpoint 300.3.001: Summer view. Date taken: 30 May 2012. Canon 550D, 35mm lens (stitched panorama).



Viewpoint 300.4.002: View south-west across River Blythe valley from the edge of Packington Park

This viewpoint is representative of the view from School Lane, Little Packington PRow and the private vehicle access into Packington Park, taken looking through a tall hedge.

Winter

The view encompasses flat pasture flanking the River Blythe in the foreground and middle ground. A more wooded valley side rises in the distance marking the skyline in the background.

Summer

In summer, vegetation is prominent, filtering and screening views of the middle ground and background.

Figure 28: Viewpoint 300.4.002: Winter view. Date taken: 25 February 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 29: Viewpoint 300.4.002: Summer view. Date taken: 30 May 2012. Canon 550D, 35mm lens (stitched panorama).



Viewpoint 301.4.001: View north-east towards the M42 from Northway adjacent to North Car Park (N5)

This view is taken from the Northway perimeter road to the NEC which abuts the M42 corridor.

Winter

The wide road of Northway and a post and rail boundary fence, National Grid overhead power lines and advertising hoardings upon a low embankment are prominent in the foreground of this view. The M42 motorway including street lighting and signage is conspicuous in the middle-ground, although partially filtered by mature trees either side of the road. The landform of Packington landfill is visible in the background through the intervening roadside vegetation.

Summer

In summer, the trees in the middle ground further filter and screen views of the M42 and partially screen views of the landform of Packington landfill.

Figure 30: Viewpoint 301.4.001 Winter view. Date taken: 04 February 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 31: Viewpoint 301.4.001: Summer view. Date taken: 25 May 2012. Canon 550D, 35mm lens (stitched panorama).



Viewpoint 302.4.001: View south-west across pasture from the A452 Chester Road

This view is taken from the highway boundary of the A452 Chester Road towards the north-west, and the M42, across farmland. No views are obtained from the carriageway at car level but the view recorded is representative of a potential view from a taller vehicle or lorry.

Winter

The view is characterised by open fields in the foreground with poorly managed hedges in the middle ground and National Grid overhead power lines and transmission poles a prominent element. The background is formed by a continuous line of distant woodland.

Summer

In summer vegetation to intervening field boundaries and on the boundary of the M42 provide a partial degree of visual obstruction as well as define the skyline.

Figure 32: Viewpoint 302.4.001 Winter view. Date taken: 15 February 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 33: Viewpoint 302.4.001: Summer view. Date taken: 30 May 2012. Canon 550D, 35mm lens (stitched panorama).



Viewpoint 302.4.002: View south-west across farmland from the A452 Chester Road opposite Melbicks Garden & Leisure Centre

This view is from the A452 Chester Road, from a field entrance opposite Melbicks Garden & Leisure Centre.

Winter

The view is across a large arable field containing transmission towers and overhead power lines Trees and vegetation marking the route of the M42 in the middle ground forms a distant feature on the horizon. In the middle ground a number of scattered mature trees are also prominent to the left of the view.

Summer

In summer the vegetation is a prominent visual element in distant views and equally in the middle ground.

Figure 34: Viewpoint 302.4.002 Winter view. Date taken: 04 February 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 35: Viewpoint 302.4.002: Summer view. Date taken: 30 May 2012. Canon 550D, 35mm lens (stitched panorama).



Viewpoint 302.3.004: View south-west across Brook Farm farmland from other route with public access along School Lane

This view is from the east of the junction of School Lane with Packington Lane, looking north-west.

Winter

This view is characterised by open farmland in the foreground with occasional mature hedgerow trees. The middle ground is composed of farm buildings, storage heaps and farm machinery. In the background, a number of mature trees and woodland blocks h form the skyline and obscure distant views.

Summer

In summer the existing dense vegetation and rising landform restrict any longer distance views west.

Figure 36: Viewpoint 302.3.004: Winter view. Date taken: 18 February 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 37: Viewpoint 302.3.004: Summer view. Date taken: 30 May 2012. Canon 550D, 35mm lens (stitched panorama).



Viewpoint 303-4-001: View north-east across NEC Car Park (N10) from gate next to Premier Inn entrance

This view is from the secured entrance into the NEC car park adjacent to the Premier Inn.

Winter

The view is characterised by the parking areas and access road in the foreground, associated highway lighting columns, individual trees in the middle ground and a continuous woodland belt along the outer boundary edge of the NEC complex in the background.

Summer

In summer the immediate tree planting partially obscure views and the dense woodland belt along the outer boundary edge of the NEC form a visual barrier.

Night-time

At night the car park is well lit for security.

Figure 38: Viewpoint 303.4.001: Winter view. Date taken: 18 February 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 39: Viewpoint 303.4.001: Summer view. Date taken: 25 May 2012. Canon 550D, 35mm lens (stitched panorama).



Viewpoint 303.2.001: View north-east across open space from residential receptors on Blackfirs Lane

This view is from within grassland to the north side of residential properties along Blackfirs Lane, looking north-east. The view, representative of views from the residential properties, is more heavily filtered by the intervening hedge along Blackfirs Lane. The Proposed Scheme will lie approximately 1km distant (measured to the centre line) obscured by intervening vegetation and built development. It should be noted that the residential properties are set back from the south side of the road and that an intermittent hedgerow runs along this road side, partially filtering some views from adjacent properties.

Winter

Open space forms the foreground of this view, with views across this space to the mature trees that surrounds the Birmingham Business Park and prominent large office building in the background.

Summer

In summer, the intervening vegetation partially filters and screen views of the Birmingham Business Park.

Night-time

At night the immediate area is unlit, with only residual light emitted from the adjoining residential properties. In the middle ground, lighting associated with the Birmingham Business Park forms a central part of the panorama.

Figure 40: Viewpoint 303.2.001: Winter view. Date taken: 18 February 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 41: Viewpoint 303.2.001: Summer view. Date taken: 24 July 2012. Canon 550D, 35mm lens (stitched panorama).



Viewpoint 303.4.002: View north-east towards the A452 Chester Road roundabout from Solihull Parkway

This view is from the exit of the Birmingham Business Park, looking towards the A452 Chester Road and M42.

Winter

The view foreground of this view is dominated by the dual carriageway at the entrance to the Birmingham Business Park leading to the large roundabout, with mature planting, on the A452 Chester Road in the middle ground. A transmission tower and National Grid overhead power lines in the background together with highway lighting in the fore and middle ground characterise the view.

Summer

In summer, planting encloses the view and defines the background.

Figure 42: Viewpoint 303.4.002: Winter view. Date taken: 18 February 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 43: Viewpoint 303.4.002: Summer view. Date taken: 30 May 2012. Canon 550D, 35mm lens (stitched panorama).



Viewpoint 303.2.006: View north-east across Coleshill Heath Road from residential receptors on Coleshill Road

This view is from the pavement in the vicinity of residential receptors at the intersection of Coleshill Road and Coleshill Heath Road, looking north-east. It is judged to be representative of views from first floor of residential receptors and ground floor views from the rear of the properties.

Winter

The foreground of the view comprises residential properties adjacent to Coleshill Heath Road and the rural edges surrounding Birmingham. A hedgerow with semi mature trees along the road screens longer distance views.

Summer

In summer, intervening vegetation heavily filters and partially obscures views at ground level of Birmingham Business Park. It is judged that potential views from first floor of residential receptors and ground floor views from the rear of the properties will be more open than ground level views.

Night-time

At night, the area is lit with street lighting columns, and residual light emitted from the adjoining residential properties.

Figure 44: Viewpoint 303.2.006: Winter view. Date taken: 18 February 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 45: Viewpoint 303.2.006: Summer view. Date taken: 24 July 2012. Canon 550D, 35mm lens (stitched panorama).



Viewpoint 303.2.007: View north-east across Heath Farm farmland from residential receptors on Coleshill Heath Road

This view is from the footpath adjoining Coleshill Heath Road looking north-east and approximates to the view from the highway and residential properties in the vicinity.

Winter

This representative view from residential receptors is characterised by a low hedgerow and a large, open arable field in the foreground. Mature hedgerows bounding the field form the middle ground, partially screening views of the Birmingham Business Park and Packington Landfill in the background

Summer

In summer, intervening vegetation heavily filters and partially obscures views of Birmingham Business Park.

Night-time

At night the area is partially lit with street lighting columns.

Figure 46: Viewpoint 303.2.007: Winter view. Date taken: 18 February 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 47: Viewpoint 303.2.007: Summer view. Date taken: 24 July 2012. Canon 550D, 35mm lens (stitched panorama).



Viewpoint 304.4.001: View west towards A452 Chester Road roundabout from A446 Stonebridge Road

This view is from the slip road to A446 Stonebridge Road from the A452 Chester Road, looking west.

Winter

The highway dominates the foreground Planting on the roundabout dominates the middle ground and obstructs views towards Birmingham Business Park and the NEC, which lie beyond and to the right of the roundabout. Highway lighting columns are prominent in the view.

Summer

In summer, planting and lighting columns form the majority of the skyline, obstructing long views and focuses views along the highway. The vegetation creates a denser screen but the main elements of the view are unchanged.

Figure 48: Viewpoint 304.4.001: Winter view. Date taken: 04 February 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 49: Viewpoint 304.4.001: Summer view. Date taken: 30 May 2012. Canon 550D, 35mm lens (stitched panorama).



Viewpoint 305.3.001: View north-east across farmland adjacent to A452 Chester Road

This view is from the A452 Chester Road, to the east of Birmingham Business Park. Well established hedges bound the carriageway and the arable fields.

Winter

The view is characterised by the vegetation in the foreground, filtered views of the arable land in the middle ground and the, transmission towers and National Grid overhead power lines that cross the fields in the background, adjacent to the M42 corridor, which lies beyond.

Summer

In summer, the highway hedge and field boundary hedges are a more prominent element that define close views but do not obstruct long views.

Figure 50: Viewpoint 305.3.001: Winter view. Date taken: 04 February 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 51: Viewpoint 305.3.001: Summer view. Date taken: 30 May 2012. Canon 550D, 35mm lens (stitched panorama).



Viewpoint 305.2.002: View east across Marston Green open space from residential receptors on Chelmsley Road

This view is representative of potential oblique views obtained from properties at ground level on the edge of the residential area along Chelmsley Road looking east.

Winter

The view is characterised by the road junction between Coleshill Heath Road and Chelmsley Road and the existing low hedgerow running alongside Coleshill Heath Road, interspersed with mature trees, in the middle ground. Open space between the Birmingham Business Park and Coleshill Heath Road occupies the middle ground beyond, partially screened by the hedgerow. Mature trees form the background, substantially screening views through to Birmingham Business Park.

Summer

In summer intervening vegetation heavily filters and partially screens views of Birmingham Business Park.

Night-time

At night the area is lit with street lighting columns.

Figure 52: Viewpoint 305.2.002: Winter view. Date taken: 25 February 2013. Canon 550D, 50mm lens (stitched panorama).



Figure 53: Viewpoint 305.2.002: Summer view. Date taken: 30 May 2012. Canon 550D, 35mm lens (stitched panorama).



Viewpoint 305.3.004: View north-east across Bluebell recreation ground from Bluebell Drive

This view is from the end of Bluebell Drive, at the entrance to the allotments, looking north-east across Bluebell recreation ground.

Winter

The view is characterised by the allotments in the foreground, enclosed by semi-mature vegetation. In the middle ground are screened views of the formal recreation ground. Mature trees form the background, beyond which there is a transmission tower on the skyline.

Summer

In summer, intervening vegetation limits or heavily filters distant views.

Figure 54: Viewpoint 305.3.004: Winter view. Date taken: 25 February 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 55: Viewpoint 305.3.004: Summer view. Date taken: 24 July 2012. Canon 550D, 35mm lens (stitched panorama).



Viewpoint 305.2.006: View east across Bluebell recreation ground from residential receptors on Bluebell Drive/Lyecroft Avenue

This representative view from residential receptors on Bluebell Drive/Lyecroft Avenue is from the pedestrian footpath on Bluebell Drive adjacent to Lyecroft Avenue looking east across Bluebell recreation ground.

Winter

The view is characterised by the highway, grass verges, low level vegetation and mature tree planting in the foreground. Visible elements of the recreation ground include the car park, MUGA, goal posts, and skateboard ramp visible in the middle ground. Beyond those items, both the further middle ground (Bluebell recreation ground) and the background are substantially obscured by the intervening vegetation.

Summer

In summer intervening vegetation filters and substantially obstructs longer distance views

Night-time

At night the area is lit with suburban street lighting, with residual light emitted from the adjoining residential properties.

Figure 56: Viewpoint 305.2.006: Winter view. Date taken: 25 February 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 57: Viewpoint 305.2.006: Summer view. Date taken: 24 July 2012. Canon 550D, 35mm lens (stitched panorama).



<div data-bbox="121 170 2104 216">Viewpoint 305.2.008: View north-east across open space adjacent to Yorkminster Drive from residential receptors on Foxland Close</div> <div data-bbox="121 216 1540 245"><p>This representative view from residential receptors on Foxland Close is from the intersection of Foxland Close and Yorkminster Road looking north-east.</p></div> <div data-bbox="121 273 207 300"><p>Winter</p></div> <div data-bbox="121 308 896 426"><p>This view is across Yorkminster Drive in the foreground with an expansive raised grass bund, rising approximately 2-3m beyond, and obscuring the middle ground. The bund obstructs distant views other than tree tops and lighting columns on the M6 and transmission towers which are visible above it. transmission towers</p></div> <div data-bbox="121 489 222 516"><p>Summer</p></div> <div data-bbox="121 525 851 554"><p>In summer deciduous vegetation further filters and obscures views of the M6.</p></div> <div data-bbox="121 609 249 636"><p>Night-time</p></div> <div data-bbox="121 644 905 762"><p>At night the area is well lit with street lighting, residual light emitted from the adjoining residential properties and from lighting columns in the background along the M6. National grid transmission towers in the vicinity of the viewpoint have red lights on the top due to their proximity to Birmingham Airport.</p></div>	<div data-bbox="1003 264 2012 291"><p>Figure 58: Viewpoint 305.2.008: Winter view. Date taken: 25 February 2013. Canon 350D, 50mm lens (stitched panorama).</p></div> <div data-bbox="1003 323 2769 640">A wide-angle, stitched panoramic photograph taken in winter. The foreground shows a paved road curving to the left. A grassy embankment rises from the road, with several bare trees and a few evergreens scattered across it. In the background, a line of trees and several tall, thin utility poles are visible against a pale, overcast sky. The overall scene is muted and lacks the vibrant green of summer.</div> <div data-bbox="1003 764 1988 791"><p>Figure 59: Viewpoint 305.2.008: Summer view. Date taken: 24 July 2012. Canon 550D, 35mm lens (stitched panorama).</p></div> <div data-bbox="1003 823 2769 1209">A wide-angle, stitched panoramic photograph taken in summer. The scene is similar to the winter view, but the grass is a vibrant green, and the trees are full of lush foliage. The embankment appears more densely vegetated. The sky is a clear, bright blue with a few wispy clouds. The overall impression is one of a more pleasant and verdant environment.</div>
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Viewpoint 306.4.001: View south-west along M6 slip road from Coleshill Heath Road overbridge

This view is from the bridge over the M6 slip road, looking northbound.

Winter

The foreground of this view is dominated by the overbridge parapet and prominent gantry in the M6 corridor. Vegetation in the fore ground extends into the background along the M6. The parapet partially filters views of the motorway corridor and slip road in the middle and background which contains transmission towers, National Grid overhead power lines and high rise buildings within Birmingham visible in the background.

Summer

In summer, vegetation along the motorway slip road corridor channels and obstructs views, focussing the long view along the M6.

Figure 60: Viewpoint 306.4.001: Winter view. Date taken: 18 February 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 61: Viewpoint 306.4.001: Summer view. Date taken: 24 July 2012. Canon 550D, 35mm lens (stitched panorama).



Viewpoint 306.4.002: View west along M6 from A446 Stonebridge Road

This view is from the over bridge above the M6 looking west along the motorway corridor below, towards Chelmsley Wood.

Winter

The foreground of this view is dominated by gantries spanning the M6, lighting, vegetation in the highway corridor, the carriageway and vehicles.

Summer

In summer, vegetation defines the highway boundary and partially obstructs views of the landscape beyond.

Figure 62: Viewpoint 306.4.002: Winter view. Date taken: 18 February 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 63: Viewpoint 306.4.002: Summer view. Date taken: 24 July 2012. Canon 550D, 35mm lens (stitched panorama).



Viewpoint 307.4.001: View north-west along Yorkminster Drive from Yorkminster Drive Bridge over A452 Chester Road

This view is from within Chelmsley Wood on Yorkminster Drive Bridge looking north-east in the direction of the M6.

Winter

The view is characterised by the railings, safety barriers and lighting columns of Yorkminster Drive stretching from the foreground to the background. Planting of deciduous and evergreen trees extends from the foreground to the mid ground travelling over Pike Drive and the A452 Chester Road. Wadham House, a residential tower block lies to the right of the image in the middle ground, partially screened by vegetation. The tree line in the background delineates the M6 corridor.

Summer



In summer, views are framed and filtered by roadside tree planting. In the background views of the M6 are screened by tree planting.

Figure 64: Viewpoint 307.4.001: Winter view. Date taken: 18 February 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 65: Viewpoint 307.4.001: Summer view. Date taken: 24 July 2012. Canon 550D, 35mm lens (stitched panorama).



<p>Viewpoint 307.2.004: View from Drake Croft, Chelmsley Wood</p> <p>This view is representative of residential receptors on Drake Croft. The viewpoint is located on Drake Croft, a cul-de-sac parallel to the M6 which is obscured by acoustic fencing on a bund and mature planting in the foreground.</p> <p>Winter</p> <p>The foreground of the view is characterised by established planting on the landform which separates this residential location from the M6. The M6 will be visible over the screen fencing from the first floor of residential properties.</p> <p>Summer</p> <p>In summer vegetation and landform screens views of the M6..</p> <p>Night-time</p> <p>At night the area is well lit as a result of street lighting in the urban environment.</p>	<p>Figure 66: Viewpoint 307.2.004: Winter view. Date taken: 18 February 2013. Canon 350D, 50mm lens (stitched panorama).</p>  <p>Figure 67: Viewpoint 307.2.004: Summer view. Date taken: 12 October 2012. Canon 550D, 35mm lens (stitched panorama).</p> 
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Part 3 – Assessment matrices

1 Landscape assessment matrix

1.1.1 Table 2: Landscape assessment matrix below summarises the assessment of significance for all the LCAs identified within the study area. These are ordered from south to north along the route of the Proposed Scheme. The assessment of significant effects is presented in Volume 2. Non-significant effects (minor or negligible) are summarised in Part 4 of this volume. For some LCAs it has been identified that no further assessment is required in one of the assessment years. This is on the basis that, through application of professional judgement, it has been determined that no significant effects would occur and therefore no further assessment has been undertaken.

Table 2: Landscape assessment matrix

Landscape character area	Construction	Operation year 1	Operation year 15	Operation year 60
M42 corridor LCA	Moderate adverse	Moderate adverse	Moderate adverse	Moderate adverse
Solihull rural heartland LCA	Moderate adverse	Moderate adverse	Moderate adverse	Moderate adverse
Blythe valley parkland farmlands LCA	Minor adverse	Minor adverse	Minor adverse	Negligible
Birmingham Airport and NEC LCA	Minor adverse	Negligible	No further assessment required	No further assessment required
Birmingham Business Park LCA	Minor adverse	Negligible	Negligible	Negligible
Chelmsley Wood LCA	Moderate adverse	Minor adverse	Negligible	Negligible
Cole valley LCA	Moderate adverse	Moderate adverse	Minor adverse	Minor adverse

2 Visual assessment matrix

2.1.1 Table 3: Visual assessment matrix below summarises the assessment of significance for all the representative viewpoints identified within the study area. These are ordered from south to north along the route of the Proposed Scheme. The assessment of significant effects is presented in Volume 2. Non-significant effects (minor or negligible) are summarised in Part 4 of this volume. For some viewpoints it has been identified that no further assessment is required in one of the assessment years/seasons. This is on the basis that, through application of professional judgement, it has been determined that no significant effects would occur and therefore no further assessment has been undertaken. The night time assessment has only been undertaken for residential, hotel and healthcare receptors with a view of proposed continuous lighting during either construction or operation.

Table 3: Visual assessment matrix

Viewpoints	Construction		Operation year 1			Operation year 15	Operation year 60
	Winter	Night-time	Winter	Summer	Night-time	Winter	Winter
Viewpoint 297.3.003: View north-east across Armac Yard Landfill from PRoW (M108)	Minor adverse	No further assessment required	Negligible	Negligible	No further assessment required	No further assessment required	No further assessment required
Viewpoint 298.3.002: View south-west across A452 Chester Road towards the Toby Carvery from PRoW M96	Minor adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Negligible	Negligible
Viewpoint 299.3.001: View north-east across pasture adjacent to Church Lane from PRoW M107	Minor adverse	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required
Viewpoint 299.4.002: View east along East Way from Middle Bickenhill Lane Bridge	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse	No further assessment required	Minor adverse	Minor adverse
Viewpoint 299.3.003: View north-east across Middle Bickenhill farmland from footpath parallel to East Way	Moderate adverse	No further assessment required	Major adverse	Major adverse	Moderate adverse	Moderate adverse	Minor adverse
Viewpoint 299.4.004: View north-east over M42 along East Way from East Way Loop underbridge	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse	No further assessment required	Moderate adverse	Minor adverse
Viewpoint 299.2.005: View north along Middle Bickenhill Lane from Elm Gables residential receptor.	Major adverse	Moderate adverse	Major adverse	Major adverse	Moderate adverse	Major adverse	Major adverse
Viewpoint 299.2.006: View south-east along from Middle Bickenhill Lane from Meadow Cottage.	Major adverse	Moderate adverse	Major adverse	Major adverse	Moderate adverse	Major adverse	Major adverse
Viewpoint 299.4.008: View east along East Car Park road from Hilton Birmingham Metropole hotel roundabout.	Minor adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Negligible
Viewpoint 300.3.001: View south-west across Church Farm farmland from PRoW M96	Minor adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
Viewpoint 300.4.002: View south-west across River Blythe valley from the edge of Packington Park	Minor adverse	No further assessment required	Negligible	Negligible	No further assessment required	Negligible	No further assessment required
Viewpoint 301.4.001: View north-east towards the M42 from Northway adjacent to North Car Park (N5)	Minor adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Negligible	No further assessment required
Viewpoint 302.4.001: View south-west across pasture from the A452 Chester Road	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse	No further assessment required	Minor adverse	Minor adverse
Viewpoint 302.4.002: View south-west across farmland from the A452 Chester Road opposite Melbicks Garden & Leisure Centre	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse	No further assessment required	Minor adverse	Minor adverse
Viewpoint 302.3.004: View south-west across Brook Farm farmland from other route with public access along School Lane	Minor adverse	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required

Viewpoints	Construction		Operation year 1			Operation year 15	Operation year 60
	Winter	Night-time	Winter	Summer	Night-time	Winter	Winter
Viewpoint 303.2.001: View north-east across open space from residential receptors on Blackfirs Lane	Negligible	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required
Viewpoint 303-4-001: View north-east across NEC Car Park (N10) from gate next to Premier Inn entrance	Minor adverse	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required
Viewpoint 303.4.002: View north-east towards A452 Chester Road roundabout from Solihull Parkway	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse
Viewpoint 303.2.006: View north-east across Coleshill Heath Road from residential receptors on Coleshill Road	Negligible	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required
Viewpoint 303.2.007: View north-east across Heath Farm farmland from residential receptors on Coleshill Heath Road	Minor adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Negligible	No further assessment required
Viewpoint 304.4.001: View west towards A452 Chester Road roundabout from the diverted A446 Stonebridge Road	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse
Viewpoint 305.3.001: View north-east across farmland adjacent to A452 Chester Road	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse	No further assessment required	Minor adverse	Minor adverse
Viewpoint 305.2.002: View east across Marston Green open space from residential receptors on Chelmsley Road	Negligible	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Negligible	No further assessment required
Viewpoint 305.3.004: View north-east across Bluebell recreation ground from Bluebell Drive	Minor adverse	No further assessment required	Negligible	Negligible	No further assessment required	Negligible	Negligible
Viewpoint 305.2.006: View east across Bluebell recreation ground from residences on Bluebell Drive/Lyecroft Avenue	Moderate adverse	Moderate adverse	Minor adverse	Minor adverse	No further assessment required	Negligible	Negligible
Viewpoint 305.2.008: View north-east across open space adjacent to Yorkminster Drive from residences on Foxland Close	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse	No further assessment required	Negligible	No further assessment required
Viewpoint 306.4.001: View south-west along M6 slip road from Coleshill Heath Road overbridge	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse
Viewpoint 306.4.002: View west along M6 from A446 Stonebridge Road	Moderate adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
Viewpoint 307.4.001: View north-west along Yorkminster Drive from Yorkminster Drive Bridge over Chester Road	Minor adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
Viewpoint 307.2.004: View from Drake Croft, Chelmsley Wood	Minor adverse	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required

Part 4 – Schedule of non-significant effects

1 Temporary effects arising during construction

1.1.1 As is commonplace with major infrastructure works, the scale of the construction activities means that works will be visible in many locations and will have the potential to give rise to significant temporary effects which cannot be mitigated practicably. Such effects are temporary and vary over the construction period depending on the intensity and scale of the works at the time. The assessment of landscape and visual effects has been based on the activities occurring during the peak construction phase, which is defined as the period during which the main civil engineering works will take place, including establishment of compounds, main earthworks, structure works and construction of Birmingham Interchange station. The effects associated with the peak construction phase in this CFA will generally be considered to be long term given the construction programme (see Section 2.3). Overall, civil engineering works in this CFA will be undertaken between the start of 2017 and the start of 2023. The Birmingham Interchange station main compound will be in place for approximately five years and six months. Satellite compounds will be in place for between approximately one year and six months and five years and six months during the civil engineering works phase. Effects during other phases of works are likely to be lesser due to less construction equipment being required at the time and a reduced intensity of construction activity.

1.2 Landscape assessment

1.2.1 Table 4: Schedule of non-significant landscape effects during construction below describes the assessment for all the LCAs identified within the study area, which are considered to experience non-significant effects (minor or negligible) during construction of the Proposed Scheme. These are ordered from south to north along the route of the Proposed Scheme. The assessment of significant effects is presented in Volume 2.

Table 4: Schedule of non-significant landscape effects during construction

Landscape character area	Landscape character area
Blythe valley parkland farmlands LCA	<p>The Proposed Scheme lies largely outside of this LCA within this study area, separated from it by the A452 Chester Road/A446 Stonebridge Road. Minor realignment of the A452 Chester Road and the creation of balancing ponds will encroach into the edge of the LCA but few landscape elements of the LCA will be directly affected or removed. Effects on landscape character will therefore be predominantly indirect and relate to views of construction activity and presence of temporary incongruous elements in the rural landscape, including cranes, vehicles and construction plant as well as loss of vegetation within views. The change to the LCA as a whole, given minimal direct loss of landscape elements and the presence of the A452 Chester Road/A446 Stonebridge Road between the closest point of the LCA and the site, is of low magnitude.</p> <p>Construction activity will introduce vehicles, disturbance and lighting into an area which is of medium tranquillity. However, given the presence of the existing intervening A452 Chester Road, tranquillity, if affected, will not be reduced from a medium level during construction.</p> <p>Construction will involve no loss of characteristic landscape elements. A low proportion of the LCA will be indirectly impacted and overall the change will be of negligible magnitude, which assessed alongside the medium sensitivity of the character area, will result in a minor adverse effect on the LCA during construction.</p>
Birmingham Airport and NEC LCA	<p>The Proposed Scheme falls largely outside of this LCA, separated from it by the M42, with the exception of the people mover link which will pass over the M42, across the East car park of the NEC and over Pendigo Lake before terminating at the NEC. Construction activities within the LCA will therefore comprise erection of the elevated people mover track across through the car park and across the lake. Severance of the car park and some loss of mature trees will occur adjacent to the M42 and within the car park. Cranes, vehicles, plant and construction activity associated with the Proposed Scheme will temporarily influence the urban/commercial character of the LCA, including the setting of Pendigo Lake, although loss of characteristic landscape elements will be limited given the nature of the LCA and the proposed development within it.</p> <p>The NEC is a commercial environment, in spite of which the pattern of use creates a medium level of tranquillity apart from during peak usage periods/events. Although the works will reduce tranquillity as a result of vehicles and plant constructing the people mover track, it will occur within a periodically busy commercial environment and therefore be of low additional magnitude.</p> <p>Construction activity will temporarily intensify use and introduce machines and activity but will not remove characteristic landscape elements and will occur within a relatively confined area of this urban/commercial environment. The magnitude of change is therefore assessed as low at this stage, which alongside the low sensitivity of the character area, will result in a minor adverse effect on the character of the LCA.</p>
Birmingham Business Park LCA	<p>With the exception of minor modification to the Solihull Parkway, the Proposed Scheme lies predominantly outside of this LCA, separated from it by the A452 Chester Road. No characteristic landscape elements of the LCA will be directly affected or removed although the Proposed Scheme M42 motorway viaduct will locally abut the LCA adjacent to the business park.</p> <p>Effects on landscape character will therefore be predominantly indirect and relate to views of construction activity and presence of temporary incongruous elements including cranes, vehicles and construction plant in the rural landscape beyond Birmingham Business Park and particularly at the entrance roundabout.</p> <p>Construction activity will introduce vehicle disturbance and lighting in proximity to an area which is of medium tranquillity. Tranquillity will be reduced by the highway works at the M42 motorway viaduct but these will occur in the context of a busy traffic interchange. During construction tranquillity will locally be reduced in the vicinity of the entrance to the business park but effects will be localised. Construction will involve no loss of characteristic landscape elements other than modification of the highway entrance to Birmingham Business Park. A low proportion of the LCA will be impacted and overall the change will be of negligible magnitude, which assessed alongside the low sensitivity of the character area, will result in a minor adverse effect on the LCA during construction.</p>

1.3 Visual assessment

1.3.1 Table 5: Schedule of non-significant visual effects during construction below describes the assessment for all the representative viewpoints identified within the study area, which are considered to experience non-significant effects (minor or negligible) during construction of the Proposed Scheme. These are ordered from south to north along the route of the Proposed Scheme. The assessment of significant effects is presented in Volume 2. The construction assessment has been undertaken during winter, in line with best practice guidance, to ensure a robust assessment. However, in some cases, visibility of construction activities may be reduced during summer when vegetation, if present in a view, will be in leaf.

Table 5: Schedule of non-significant visual effects during construction

Title	Description of effect
Viewpoint 297.3.003: View north-east across Armac Yard landfill from PRoW M108	Views of construction of the A45 Coventry Road overbridge and the Birmingham Interchange station, in the far distance, will be heavily filtered by intervening vegetation to be retained. However, tall plant and the upper section of the Birmingham Interchange station will be visible above the tree cover and the composition of the tree cover will vary with some minor loss of trees as part of the construction. Overall the magnitude of change in the view will be low. The low magnitude of change assessed alongside the high sensitivity of the receptor, will result an effect of minor significance.
Viewpoint 298.3.002: View south-west across the A452 Chester Road towards the Stonebridge Island Toby Carvery from PRoW M96	Views of construction of the A45 Coventry Road overbridge will be heavily filtered by intervening vegetation along the A45 Coventry Road to be retained. Short term construction activity associated with the realigned segregated left turn lane for the A452 Chester Road to A45 Coventry Road traffic will be visible in the foreground. However these works will be of short duration and occur within the context of the existing dual carriageway. Cranes required to construct the A45 Coventry Road overbridge will be visible above the intervening landform and tree cover but other elements of the Proposed Scheme will not be visible. The magnitude of change in the view will be low. The low magnitude of change at this high sensitivity receptor will result in an effect of minor significance.
Viewpoint 299.3.001: View north-east across pasture adjacent to Church Lane from PRoW M107	Construction activity will include cranes and tall plant associated with the reconfiguration of the roundabout at Junction 6 of the M42 and the A45 Coventry Road overbridge. The upper sections of these vertical elements will locally rise above intervening field boundaries. However, visibility of these vertical elements will be limited to occasional views of the upper sections of cranes/plant within the middle to background view. The nature of the viewing distance dictates that tall cranes required for the construction of the A45 Coventry Road overbridge will be barely perceptible from this location. Therefore, the magnitude of change is considered to be low. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.
Viewpoint 299-4-008: View east along East car park road from Hilton Birmingham Metropole hotel roundabout	Views beyond the highway infrastructure and roundabout forming the immediate foreground are characterised by a belt of vegetation which acts to screen long range views towards the Proposed Scheme. Construction activity in the form of tall plant associated with the creation of the cutting landform north of the Birmingham Interchange station, approximately 700 m from this location (measured to the centre line), will not be perceptible within the view. The retention of the dense woodland separating the NEC from the corridor of the M42 will screen the lower sections of tall cranes required for the construction of Birmingham Interchange station and the structure itself at the right extent of the panorama. Therefore, the magnitude of change is considered to be low. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.
Viewpoint 300.3.001; View south-west across Church Farm farmland from PRoW M96	Construction activity associated with the Proposed Scheme will be visible in the middle ground of the view, through gaps in the mature line of trees in the middle ground. Cranes and other tall construction plant at the realigned A452 Chester Road / A446 Stonebridge Road roundabout and creating the internal station access roads to the north of the Birmingham Interchange station will protrude above intervening woodland. The northern end of the Birmingham Interchange workers accommodation and large scale soil storage mounds will be partially visible. The gap in the tree cover will expose construction activity beyond the carriageway of the A452 Chester Road. Cranes at the Birmingham Interchange station and people mover depot will also appear above the treeline, along with the taller elements of the construction, at the left extent of the panorama. The views of construction elements will be relatively distant, partial and will be part of a wide panorama. Therefore, the magnitude of change is considered to be low. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in a minor adverse effect.
Viewpoint 300-4-002:View south-west across River Blythe valley from the edge of Packington Park	The scale of the proposed development combined with the relatively flat topography will result in tall cranes and large plant associated with construction of Birmingham Interchange station being visible on the sky line within the left of the view, leading to limited visual intrusion from this viewpoint. However, the raised landform of Packington landfill will obstruct views of construction activity at a lower level associated with Birmingham Interchange and the formation of cutting to the north of it within the right of the view. Therefore, the magnitude of change in this long range view is considered to be low. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.
Viewpoint 301-4-001: View north-east towards the M42 from Northway adjacent to North Car Park (N5)	The combination of highway signage and mature trees will partially screen construction activity in the background of the view. However, cranes will be required to demolish the existing roundabout and bridges and construct the M42 motorway viaduct. However, the existing context is defined by the carriageway of the M42, with a network of overhead power lines also located in the middle-ground. Although the upper sections of construction activity will be visible, this will be seen in the context of the M42 infrastructure corridor in the foreground and against the backdrop of Packington landfill. Consequently, the magnitude of change in this long range view is considered to be low. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.
Viewpoint 302.3.004: View south-west across Brook Farm farmland from public access along School Lane	The Proposed Scheme lies approximately 1.7 km distant from this location (measured to the centre line), crossing the background of this long range view. The scale of the proposals, coupled with the rising ground of the background, will afford views of the upper sections of tall cranes and large plant required for the construction of the A452 Chester Road / A446 Stonebridge Road roundabout. Concentrated primarily within the centre and right of the panorama, the tallest of these vertical elements will be visible above mature trees and woodland blocks forming the skyline. However, cranes will also be potentially visible within the width of the background panorama due to the construction and realignment of highway associated with the Birmingham Interchange station and the A446 Stonebridge Road southbound link. These elements will form only a minor component of the view. Therefore, the magnitude of change is considered to be low. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.
Viewpoint 303.2.001: View north-east across open	The Proposed Scheme will be approximately 1km distant, obscured by intervening vegetation and built development. The Proposed Scheme will be in cutting to the rear of the Birmingham Business Park building visible in the

Title	Description of effect
space from residential receptors on Blackfirs Lane.	<p>background. Visible elements of the Scheme during construction will be confined to tall cranes required to construct the M42 motorway viaduct which may be visible above the tree cover in the background.</p> <p>In all other respects, the retention of intervening vegetation and built development, coupled with the distance to the Proposed Scheme will limit views such that during construction visual impact will be of negligible magnitude.</p> <p>The negligible magnitude of change assessed against the high sensitivity of the receptor will result in an effect on visual amenity of negligible significance.</p>
Viewpoint 303.2.006: View north-east across Coleshill Heath Road from residential receptors on Coleshill Road	<p>The distance, presence of intervening vegetation and built development within the Birmingham Business Park will result in any visible elements of the construction being restricted to the upper section of tall cranes above the background tree line.</p> <p>In all other respects, the retention of intervening vegetation and built development, coupled with the distance to the Proposed Scheme will limit views such that during construction visual impact will be of negligible magnitude.</p> <p>The negligible magnitude of change assessed against the high sensitivity of the receptor will result in an effect on visual amenity of negligible significance.</p>
Viewpoint 303-4-001: View north-east across NEC Car Park (N10) from gate next to Premier Inn entrance.	<p>The dense visual screen provided by the planting along the NEC boundary will prevent direct views of earthwork activity and fill landform up to 4 m above ground level within the central part of the view. However, tall elements within the construction corridor, such as the cranes required to construct the M42 motorway viaduct within the left of the view, will protrude above this belt of vegetation. Cranes associated with the A452 / A466 roundabout and over bridges will also constitute construction activity within the very right extent of the panorama. Construction visual impacts will be confined to upper sections of cranes and machinery glimpsed above the intervening tree block. Therefore, the magnitude of change in this view is considered to be low.</p> <p>The low magnitude of change, assessed alongside the low sensitivity of the receptor, will result in minor adverse effects.</p>
Viewpoint 303-2-007: View north-east across Heath Farm farmland from residential receptors on Coleshill Heath Road.	<p>Demolition activity associated with removal of the large roundabout above the M42 corridor and construction of the M42 motorway viaduct will be located within the background view, where tall cranes will be utilised as part of this process. These construction elements will be visible above the mature field boundaries in the middle-ground. Small gaps in the continuation of this vegetation cover will result in some periodic visibility of vehicles and construction in the background of the view associated with construction of the rail line as well as the B4438 Bickenhill Parkway Link / A452 Chester Road roundabout. These will form very minor elements of the view and therefore the magnitude of change is considered to be low.</p> <p>The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.</p>
Viewpoint 305.2.002: View east across Marston Green open space from residential receptors on Chelmsley Road.	<p>The Proposed Scheme will be on the Pool Wood embankment, at a maximum of 10m above original ground level, across the full width of the panorama. Construction plant to construct the embankment will not be tall, consisting of earthmoving machines rather than cranes. The distance between the viewpoint combined with the degree and height of intervening vegetation will result in no or a negligible change in the view during the construction. The combination of a receptor of high sensitivity and visual impact from the Proposed Scheme of negligible magnitude will result an effect of negligible significance.</p>
Viewpoint 305.3.004: View north-east across Bluebell recreation ground from Bluebell Drive	<p>The distance and presence of intervening vegetation will result in any visible elements of the construction being visible restricted to the upper section of tall cranes on the skyline. In all other respects, the retention of intervening vegetation coupled with the distance to the Proposed Scheme will limit views such that during construction visual impact will be of negligible magnitude.</p> <p>The negligible magnitude of change assessed against the high sensitivity of the receptor will result in an effect on visual amenity of negligible significance</p>
Viewpoint 307.2.004: View from Drake Croft, Chelmsley Wood	<p>The Proposed Scheme will lie approximately 600m distant from this location, beyond the M6 corridor. Intervening landform and vegetation will restrict views of construction of the M6 motorway north and south viaducts and adjacent structures to visibility of tall cranes. Other elements of construction will not be visible, although the degree of exposure will be greater from first floor in the adjacent properties. The effect on visual amenity at this high sensitivity receptor will be low. The low magnitude of effect coupled with the high sensitivity of the receptor will result in an effect of minor significance.</p>
Viewpoint 307-4-001: View north-west along Yorkminster Drive from Yorkminster Drive bridge over the A452 Chester Road.	<p>Construction activity at this location will be confined to views of tall plant required to construct the M6 motorway north viaduct and M6 motorway south viaduct and associated embankments within the background view. These construction elements will be seen beyond the vegetated backdrop of planting delineating the M6 corridor. As this vegetation will be retained, the primary construction impact will be derived from the appearance of the upper sections of plant protruding above the tree belt. However, the combination of the distance of the view and the prominent highway infrastructure of Yorkminster Drive bridge and the middle-ground dictates that this construction activity will not be visually intrusive within the panorama. The magnitude of change in this view is considered to be low.</p> <p>The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.</p>

2 Permanent effects arising during operation

2.1 Landscape assessment

2.1.1 Table 6: Schedule of non-significant landscape effects during operation below describes the assessment for all the LCAs identified within the study area, which are considered to experience non-significant effects (minor or negligible) during the operation of the Proposed Scheme. These are ordered from south to north along the route of the Proposed Scheme. The year 15 and year 60 assessments take into account the further integration of the Proposed Scheme into the landscape following greater maturity of the proposed planting. The assessment of significant effects is presented in Volume 2.

Table 6: Schedule of non-significant landscape effects during operation

Landscape character area	Description of effect - operation year 1	Description of effect - operation year 15	Description of effect - operation year 60
Blythe valley parkland farmlands LCA	<p>Direct effects on the Blythe valley parkland farmlands LCA in year 1 will be largely indirect, given that the Proposed Scheme will be located predominantly outside of the LCA within this study area, and may be summarised as; highway modifications of the A452 Chester Road which will extend into the LCA and include new carriageway alignments (the station exit links) as well as balancing lagoons and views of the Proposed Scheme as a linear element through the landscape although much of it will be in cutting in the vicinity of this LCA and therefore less prominent.</p> <p>Indirect effects of the Proposed Scheme will occur as a result of views of substantial structures, such as the Birmingham Interchange station and people mover depot, other infrastructure and movement in the landscape in year 1 which will influence the rural context. Overall, given the presence of the A45 Coventry Road, the A452 Chester Road and the M42 which influence the LCA and its tranquillity the magnitude of change will be low. The low magnitude of change, assessed alongside the high sensitivity of the character area, will result in a minor adverse effect on the character of the LCA.</p>	<p>By year 15 the maturing woodland planting associated with the A452 Chester Road highway modifications and in the vicinity of the Station exit links will contribute positively to reinstatement of characteristic landscape elements removed during construction. The planting will contribute to reinforce landscape character and partially mitigate indirect effects on the LCA through partial screening of detracting elements associated with the Interchange.</p> <p>The magnitude of effect on this LCA by year 15 will remain low. The low magnitude of change, assessed alongside the high sensitivity of the character area, will result in a minor adverse effect on the character of the LCA.</p>	<p>By year 60, woodland within the LCA planted as mitigation of visual effects and as compensation for loss of woodland during construction will be fully mature.</p> <p>The mature woodland will contribute positively to the LCA and reduce indirect effects derived from views of the Proposed Scheme which previously exerted an urbanising effect on the rural LCA.</p> <p>Any residual effects on the LCA will be of negligible magnitude. The negligible magnitude of change assessed against the high sensitivity of the character area will result in a negligible effect on the character of the LCA.</p>
Birmingham Airport and NEC LCA	<p>The Proposed Scheme will affect a relatively small area of the LCA and represent a compatible land use and development of infrastructure which is keeping with, and appropriate to, the context of the LCA. Impacts in year 1 may be summarised as; operation of the people mover across Pendigo Lake, changing the setting of the lake; minor severance of East car park and introduction of new infrastructure and movement intensifying activity within the NEC.</p> <p>The Proposed Scheme will be compatible with the existing character and land use within the LCA such that by year 1 it will be an integrated part of the LCA.</p> <p>Any impact on tranquillity will be localised and, given the commercial context of the LCA and the scale and nature of the Proposed Scheme, the magnitude of change will be negligible. The negligible magnitude of change, assessed alongside the low sensitivity of the character area, will result in a negligible effect.</p>	<p>By year 15 the infrastructure of the Proposed Scheme which extends into the LCA (the people mover) will be fully integrated into the LCA such that there is no further assessment required.</p>	<p>No further assessment required as the people mover will be an integral part of the LCA.</p>
Birmingham Business Park LCA	<p>The Proposed Scheme will primarily change the entrance to the Birmingham Business Park as a result of major redevelopment of the M42 motorway viaduct and A452 Chester Road link road overbridge and B4438 Bickenhill Parkway realignment and modifications. Some maturing highway vegetation will be lost in proximity to the LCA but no characteristic landscape elements within the LCA will be removed and given the existing designed highway context of the entrance to the LCA the proposed highway amendments will be integrated into the LCA.</p> <p>Planting will be immature and in year 1 of operation and both the</p>	<p>Planting associated with the Proposed Scheme, including that on the Pool Wood embankment and associated with the A452 Chester Road link road overbridge and B4438 Bickenhill Parkway realignment will be providing both a degree of screening and landscape maturity by year 15. Integration of the Proposed Scheme will therefore be greater than in year 1 and any residual effect will be of negligible magnitude.</p> <p>The negligible magnitude of change, assessed alongside the low sensitivity of the character area, will result in a negligible effect on the character of the LCA.</p>	<p>By year 60 the Proposed Scheme will, as a result of the degree of landscape integration, exert a negligible magnitude of change on the LCA. Assessed alongside the low sensitivity of the character area, this will result in a negligible effect on the character of the LCA.</p>

Landscape character area	Description of effect - operation year 1	Description of effect - operation year 15	Description of effect - operation year 60
	<p>Proposed Scheme and highway modifications will therefore exert a greater influence on the LCA than in subsequent years.</p> <p>The Proposed Scheme is located between the LCA and the M42 corridor and will therefore reduce tranquillity in the LCA. This is likely to be limited to the eastern boundary of Birmingham Business Park. Tranquillity within the LCA will remain at a medium level.</p> <p>Any influence on the LCA will be localised and within a highway dominated and designed context which is capable of modification with appropriate landscape design. Consequently any change in the character of the LCA will be of negligible magnitude during year 1. The negligible magnitude of change, assessed alongside the low sensitivity of the character area, will result in a negligible effect .</p>		
Chelmsley Wood LCA	<p>Influence on the character of Chelmsley Wood will be confined to a localised impact on Coleshill Heath Road as a result of the introduction of the Coleshill Heath underbridge and proximity of the Pool Wood embankment outside of the LCA. The loss of part of Heath Park will be a permanent impact but overall the magnitude of change in year 1 and beyond will be low which will result in an adverse effect of minor significance.</p>	<p>By year 15, mitigation associated with the Pool Wood embankment and around the Coleshill Heath Road underbridge will further integrate the Proposed Scheme such that impacts on the LCA will be of negligible magnitude and effects will be of negligible significance.</p>	<p>At year 60 effects from the presence of rail infrastructure on the edge of the LCA and the presence of trains will be of negligible magnitude and effects will be of negligible significance.</p>
Cole valley LCA	<p>In CFA24 no elements of the Proposed Scheme will be visible from this LCA due to the effect of distance and degree of intervening vegetation along the M6 and Cole Valley. The Proposed Scheme will exert no direct or indirect influence on this part of the LCA.</p> <p>However for the LCA as a whole, including the majority located in CFA19, effects in year 1 will be significant and are described in Coleshill Junction (CFA19) Volume 2. and summarised below.</p> <p>Due to the Proposed Scheme introducing prominent elements that are either largely characteristic of the existing infrastructure setting or will result in a partial loss to the landscape character, the magnitude of change is considered to be medium in year 1 of operation.</p> <p>The medium magnitude of change, assessed alongside the medium sensitivity of the character area, will result in a moderate adverse effect in year 1 of operation.</p>	<p>No effect in CFA24, as described for year 1.</p> <p>However, in Coleshill Junction (CFA19), by year of operation, planting will have established and matured, reducing the appearance of the massing and scale of the viaducts, aiding integration of the embankments and further reflecting the existing landscape character. This will reduce the effects to low magnitude.</p> <p>The low magnitude of change, assessed alongside the medium sensitivity of the character area, will result in a minor adverse effect in year 15 of operation.</p>	<p>No effect in CFA24, as described for year 1.</p> <p>However, in CFA19, by year 60 of operation, planting will have established and be mature, reducing the appearance of the massing and scale of the viaducts, aiding integration of the embankments and further reflecting the existing landscape character. This will reduce the effects to low magnitude.</p> <p>The low magnitude of change, assessed alongside the medium sensitivity of the character area, will result in a minor adverse effect in year 60 of operation.</p>

2.2 Visual assessment

2.2.1 Table 7: Schedule of non-significant visual effects during operation below describes the assessment for all the representative viewpoints identified within the study area, which are considered to experience non-significant effects (minor or negligible) during operation of the Proposed Scheme. These are ordered from south to north along the route of the Proposed Scheme. The year 15 and year 60 assessments take into account how greater maturity of proposed planting may further screen views of the Proposed Scheme. The assessment of significant effects is presented in Volume 2.

Table 7: Schedule of non-significant visual effects during operation

Viewpoint	Description of effect – operation year 1		Description of effect – operation year 15 summer	Description of effect – operation year 60 summer
	Winter	Summer		
Viewpoint 297.3.003: View north-east across Armac Yard Landfill from PRoW (M108)	<p>The nature of intervening vegetation will filter views towards the Proposed Scheme. Therefore, the magnitude of change is considered to be negligible.</p> <p>The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.</p>	<p>The screening effect of intervening vegetation in the middle and background will be more effective in the summer months, forming a visual barrier. Therefore, the magnitude of change is considered to remain as negligible, giving rise to a negligible effect.</p>	<p>The increased maturity of intervening vegetation will result in no change in the nature of the view.No further assessment required.</p>	<p>There will be no effect on views at this stage. No further assessment required.</p>

Viewpoint	Description of effect – operation year 1		Description of effect – operation year 15 summer	Description of effect – operation year 60 summer
	Winter	Summer		
Viewpoint 298.3.002: View south-west across the A452 Chester Road towards the Toby Carvery from PRoW M96	Effects as described for construction. The low magnitude of change at this high sensitivity receptor will result in an effect of minor significance.	Effects as described for construction. The low magnitude of change at this high sensitivity receptor will result in an effect of minor significance.	The incremental growth of intervening tree cover will further obscure views towards the Proposed Scheme. Therefore, the magnitude of change is considered to be negligible.	Effects as described for year 15. The magnitude of change will remain as negligible, giving rise to a negligible effect.
Viewpoint 299.3.001: View north-east across pasture adjacent to Church Lane from PRoW (M107)	<p>The Proposed Scheme will occupy the background view, crossing the landscape broadly north-west to south-east. Contained largely within the Diddington cutting and at grade in the approach to the Birmingham Interchange station, views of the railway will be obstructed as a result of distance and intervening vegetation and landform. Views of the carriageway of the A45 Coventry Road which traverses the proposed route on overbridge within the background view will also be obstructed by the nature of the falling ground and the amalgamation of intervening vegetation.</p> <p>There will be no change in the nature of the view due to distance and retained intervening vegetation and landform. No further assessment required.</p>	<p>The screening effect of intervening vegetation in the middle and background will be more effective in the summer months, forming a dense visual barrier.</p> <p>There will be no change in the nature of the view due to distance and retained intervening vegetation and landform.</p> <p>No further assessment required.</p>	<p>The screening effect of intervening vegetation in the middle and background forming a dense visual barrier will be further strengthened by planting as part of the Proposed Scheme.</p> <p>No further assessment required.</p>	There will be no effect on views at this stage. No further assessment required.
Viewpoint 299.4.002: View east along East Way from Middle Bickenhill Lane Bridge	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	By year 15 of operation, the effects of proposed planting will reduce the effects on this viewpoint to low, giving rise to a minor adverse effect.	Effects as described for year 15 summer. The magnitude of change will remain as low, giving rise to a minor adverse effect.
Viewpoint 299.3.003: View north-east across Middle Bickenhill farmland from footpath parallel to East Way	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	Screening derived from landscape infrastructure planting around the Birmingham Interchange station will form an effective screen. The magnitude of adverse visual impact in the context of the year 60 view will be low. The low magnitude of change alongside the low sensitivity of the receptor will result in a minor significance of effect.
Viewpoint 299-4-004: View north-east over M42 along East Way from East Way Bridge	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	Screening derived from landscape infrastructure planting around the Birmingham Interchange station will form an effective screen, although both the people mover crossing the M42 and the upper sections of the Interchange will remain visible. The magnitude of adverse visual impact in the context of the year 60 view will be low. The low magnitude of change alongside the low sensitivity of the receptor will result in a minor significance of effect.
<p>Viewpoint 299-4-008:</p> <p>View east along East Car Park road from Hilton Birmingham Metropole hotel roundabout.</p>	<p>Due to the extent of the existing belt of vegetation dividing the NEC parking with the route of the M42 corridor, elements of the operational scheme will be limited to partial views of the 24m high structure of Birmingham Interchange station. As the route is accommodated within cutting landform at this location, overhead line equipment will not be visible above the dense woodland block forming the background. Therefore, the magnitude of change is considered to be low.</p> <p>The low magnitude of change, assessed alongside the low sensitivity of the receptor, will result in minor adverse effects.</p>	<p>Leaf cover in the summer months will act to reinforce the screening value of the woodland belt within the background view, precluding views towards the Proposed Scheme with the exception of the upper extents of Birmingham Interchange station. Therefore, the magnitude of change is considered to remain as low, giving rise to a minor adverse effect.</p>	Effects as described for year 1 summer. The magnitude of change will remain as low, giving rise to a minor adverse effect.	Effects as described for year 1 summer but with a greater degree of screening derived from mature planting around Birmingham Interchange station. The magnitude of change will be negligible, giving rise to a negligible effect.

Viewpoint	Description of effect – operation year 1		Description of effect – operation year 15 summer	Description of effect – operation year 60 summer
	Winter	Summer		
Viewpoint 300.3-001: View south-west across Church Farm farmland from PRoW Mg6.	<p>The view of the Proposed Scheme from viewpoint 303.3.001 (illustrated in the photomontage shown in Volume 2: Figure LV-01-170 would not be significantly affected due to the distance and degree of intervening vegetation.</p> <p>Located within cutting landform as the route emerges from Birmingham Interchange station, the Proposed Scheme runs broadly north-west to south-east within the background view. The route itself, including the network of overhead line equipment and gantries, will be barely perceptible within the view. However, the upper extent of the Birmingham Interchange station structure may protrude above the tree belt at the left extent of the panorama. The nature of the woodland planting encompassing the fore and middle ground at the right of the panorama will preclude views towards the A452 Chester Road / A446 Stonebridge Road roundabout and over bridges at this location. Therefore, the magnitude of change is considered to be low.</p> <p>The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in a minor adverse effect.</p>	<p>The dense woodland tract running adjacent the tributary of the River Blythe in the middle-ground forms an effective visual barrier in summer months due to leaf cover. Therefore, the magnitude of change is considered to be low, giving rise to a minor adverse effect.</p>	<p>After 15 years, incremental growth of existing tree planting in the middle-ground will further obscure views towards the upper extents of Birmingham Interchange station and fill some gaps in vegetation within the central view. Therefore, the magnitude of change is considered to be negligible.</p> <p>The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.</p>	<p>There will be no change between the Year 15 and Year 60 magnitude and significance of impact.</p>
Viewpoint 300-4-002: View south-west across River Blythe valley from the edge of Packington Park	<p>The intervening landform of Packington landfill will limit views towards the Proposed Scheme from this viewpoint. However, the structure of Birmingham Interchange station (at up to 24m height) will be visible above the intervening vegetation towards the left of the panorama. A gap in the continuation of hedgerow cover at this location will also allow glimpsed views of overhead line equipment, forming a minor element of the wider panorama. Therefore, the magnitude of change is considered to be negligible.</p> <p>The negligible magnitude of change, assessed alongside the low sensitivity of the receptor, will result in negligible effects.</p>	<p>The screening effect of intervening vegetation in the middle and background will be more effective in the summer months, forming a dense visual barrier. The potential for glimpsed views towards overhead line equipment and the Birmingham Interchange station will therefore be reduced. Therefore, the magnitude of change is considered to be negligible, giving rise to a negligible effect.</p>	<p>The potential for glimpsed views towards overhead line equipment and the Birmingham Interchange station will remain but be reduced as a result of the growth of planting as part of the Proposed Scheme. Therefore, the magnitude of change is considered to be negligible, giving rise to a negligible e effect.</p>	<p>The screening effect of intervening vegetation in the middle and background forming a dense visual barrier will be further strengthened by planting as part of the Proposed Scheme.</p> <p>There will be no effect on views at this stage. No further assessment required.</p>
Viewpoint 301-4-001: View north-east towards the M42 from Northway adjacent to North Car Park (N5)	<p>During year 1 of the operational phase, the foreground view will continue to be dominated by highway infrastructure associated with the intervening M42 corridor. Partial views towards the realigned A452 Chester Road link road accommodated on fill landform will be obtainable within the background view.</p> <p>Only upper sections of gantries and overhead line equipment associated with the rail element of the Proposed Scheme will be perceptible within the view. Therefore, the magnitude of change is considered to be low.</p> <p>The low magnitude of change, assessed alongside the low sensitivity of the receptor, will result in minor</p>	<p>The screening effects of the belt of the trees running parallel with the M42 carriageway will be further enhanced during periods of leaf cover in the summer months. Therefore, the magnitude of change is considered to be low, giving rise to a minor adverse effect.</p>	<p>Planting incorporated within the Proposed Scheme will further reduce visibility of rail and highway elements. Therefore, the magnitude of change will be negligible at this stage.</p> <p>The negligible magnitude of change, assessed alongside the low sensitivity of the receptor, will result in a negligible effect.</p>	<p>By year 60 planting as part of the Proposed Scheme will provide an effective visual barrier such that there will be no effect on views. No further assessment required.</p>

Viewpoint	Description of effect – operation year 1		Description of effect – operation year 15 summer	Description of effect – operation year 60 summer
	Winter	Summer		
	adverse effects.			
Viewpoint 302.3.004: View south-west across Brook Farm farmland from other route with public access along School Lane	<p>The Proposed Scheme lies approximately 1.7 km distant from this location, crossing the background of this long range view.</p> <p>There will be no change in the nature of the view due to distance and retained intervening vegetation and landform. No further assessment required.</p>	There will be no change in the nature of the view due to distance and retained intervening vegetation and landform. No further assessment required.	There will be no change in the nature of the view due to distance and retained intervening vegetation and landform. No further assessment required.	There will be no change in the nature of the view due to distance and retained intervening vegetation and landform. No further assessment required.
Viewpoint 302.4.001: view south-west across pasture from the A452 Chester Road	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.		
Viewpoint 302.4.002: View south-west across farmland from the A452 Chester Road opposite Melbicks Garden & Leisure Centre	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	<p>By year 15, planting incorporated within the Proposed Scheme will substantially screen views of infrastructure and create a wooded foreground.</p> <p>Although long views will be obstructed there will be minimal visibility of elements of the Proposed Scheme. The low magnitude of change, assessed alongside the low sensitivity of the receptor, will result in a minor effect.</p>	Although long views will be obstructed there will be minimal visibility of elements of the Proposed Scheme. The low magnitude of change, assessed alongside the low sensitivity of the receptor, will result in a minor effect.
Viewpoint 303.2.001: View north-east across open space from detached residential receptors on Blackfirs Lane.	Removal of the cranes visible during the construction period will eliminate views of the Scheme during year 1 of operation due to a combination of landform and vegetation providing screening. There will be no view of any elements and no change in the view.	There will be no view of any elements and no change in the view.	There will be no view of any elements and no change in the view.	There will be no view of any elements and no change in the view. No further assessment required.
Viewpoint 303-4-001: View north-east across NEC Car Park (N10) from gate next to Premier Inn entrance.	Removal of the cranes visible during the construction period will eliminate views of the Scheme during year 1 of operation due to vegetation providing screening. There will be no view of any elements and no change in the view.	There will be no view of any elements and no change in the view.	There will be no view of any elements and no change in the view.	There will be no view of any elements and no change in the view. No further assessment required.
Viewpoint 303.2.006: View north-east across Coleshill Heath Road from residential receptors on Coleshill Road	There will be no view of any elements and no change in the view. No further assessment required.	There will be no view of any elements and no change in the view. No further assessment required.	There will be no view of any elements and no change in the view. No further assessment required.	There will be no view of any elements and no change in the view. No further assessment required.
Viewpoint 303.2.007: View north-east across Heath Farm farmland from residential receptors on Coleshill Heath Road	<p>The Proposed Scheme will traverse the M42 motorway viaduct and be located on the Pool Wood embankment within the background of this view. Reaching approximately 10 m above existing ground level, sections of the embankment and overhead line equipment on it will be apparent in the background view. Overhead line equipment and gantries will also be locally visible against the skyline but as a distant element. Therefore, the magnitude of change is considered to be low.</p> <p>The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.</p>	Leaf cover in the summer months will supplement the visual screen provided by the intervening hedge lines in the middle-ground, further obscuring views of the Proposed Scheme in the background view. However, intermittent views of the Pool Wood embankment and overhead line equipment will continue to be available. Therefore, the magnitude of change is considered to remain as low, giving rise to a minor adverse effect.	<p>By year 15, planting incorporated within the Proposed Scheme will further reduce visibility of rail elements. Therefore, the magnitude of change will be negligible at this stage.</p> <p>The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in a negligible effect.</p>	By year 60 there will be no view of any elements and no change in the view. No further assessment required.
Viewpoint 305.3.001: view north-east across farmland adjacent to the A452 Chester Road	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	By year 15 operation, the growth and maturity of planting will further screen the Proposed Scheme, but the obstruction of views arising from the Pool Wood embankment landform and residual visibility of	At year 60 of operation, the growth and maturity of planting will further screen the Proposed Scheme although middle distance views will be obstructed by the Pool Wood embankment and represent a medium

Viewpoint	Description of effect – operation year 1		Description of effect – operation year 15 summer	Description of effect – operation year 60 summer
	Winter	Summer		
			<p>overhead line equipment will result in a change in the view of medium magnitude.</p> <p>The medium magnitude of change, assessed alongside the low sensitivity of the receptor, will result in a minor effect.</p>	<p>magnitude of change in the view.</p> <p>The medium magnitude of change, assessed alongside the low sensitivity of the receptor, will result in a minor effect.</p>
Viewpoint 305.2.002: View east across Marston Green open space from residential receptors on Chelmsley Road.	The Pool Wood embankment crosses the full width of the panorama at up to 8m in height with overhead line equipment and infrastructure elements of the Proposed Scheme adding a further 8m in height. The distance between the viewpoint combined with the extent and height of the intervening screening landform along Coleshill Heath Road will result in any views of operations during year 1 being restricted to the upper section of overhead line equipment glimpsed between the mounding and planting in the middle ground. The magnitude of change in the view will be low. The low magnitude of change coupled with the high sensitivity of the receptor will result in an effect of minor significance.	Leaf cover in the summer months will supplement the visual screen provided by the intervening landform and trees in the middle-ground, further obscuring views of the Proposed Scheme in the background view. However, intermittent views of the Pool Wood embankment and overhead line equipment will continue to be available. Therefore, the magnitude of change is considered to remain as low, giving rise to an effect of minor significance.	<p>By year 15, planting incorporated within the Proposed Scheme will further reduce visibility of overhead line equipment. Therefore, the magnitude of change will be negligible at this stage.</p> <p>The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in a negligible effect.</p>	By year 60 there will be no view of any elements of the Proposed Scheme and no change in the view. No further assessment required.
Viewpoint 305.3.004: View north-east across Bluebell recreation ground from Bluebell Drive	There will be no view of any elements and no change in the view. No further assessment required.	There will be no view of any elements and no change in the view. No further assessment required.	There will be no view of any elements and no change in the view. No further assessment required.	There will be no view of any elements and no change in the view. No further assessment required.
Viewpoint 305.2.006: View east across Bluebell recreation ground from residences on Bluebell Drive/Lyecroft Avenue.	<p>The view of the Proposed Scheme from viewpoint 305.2.006 (illustrated in the photomontage shown in Volume 2: Figure LV-01-172 would not be significantly affected due to the distance and degree of intervening vegetation.</p> <p>Views of the Proposed Scheme will be glimpsed through the branches of the intervening trees and form a distant, heavily filtered, minor element of the view. M6 motorway box structure will be visible in the far left of the view.</p> <p>The degree of change in the view will be of low magnitude. The low magnitude of change coupled with the high sensitivity of the receptor will result in an effect of minor significance.</p>	<p>Views of the Proposed Scheme will be substantially screened by intervening trees and shrubs with the exception of the distant view of M6 motorway box structure in the far left of the view.</p> <p>The degree of change in the view will be of low magnitude. The low magnitude of change coupled with the high sensitivity of the receptor will result in an effect of minor significance.</p>	<p>By year 15 the development and growth of intervening vegetation, including planting associated with the Proposed Scheme will further reduce the magnitude of change in the view to negligible.</p> <p>The negligible magnitude of change coupled with the high sensitivity of the receptor will result in an effect of negligible significance.</p>	<p>By year 60 the development and growth of intervening vegetation, including planting associated with the Proposed Scheme will further reduce the magnitude of change in the view to negligible.</p> <p>The negligible magnitude of change coupled with the high sensitivity of the receptor will result in an effect of negligible significance.</p>
Viewpoint 305.2.008: View north-east across open space adjacent to Yorkminster Drive from residences on Foxland Close.	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	<p>By year 15 of operation, the growth and maturity of proposed planting in the foreground will substantially screen the Proposed Scheme, meaning the change in the view will be of negligible magnitude.</p> <p>The negligible magnitude of change coupled with the high sensitivity of the receptor will result in an effect of negligible significance.</p>	By year 60 of operation, the growth and maturity of proposed planting in the foreground will screen the Proposed Scheme. No further assessment required.
Viewpoint 306-4-002: View west along M6 from the A446 Stonebridge Road	Accommodated on M6 motorway box structure traversing the M6 corridor, views towards the Proposed Scheme will be interrupted by the intervening highway bridge of the M42 in the middle-ground. As a consequence, only partial views of overhead line equipment and gantries above the viaduct will be available from this location. These elements will form only a very minor component of the wider view within this existing infrastructure corridor. Therefore, the	As the central part of the view is devoid of vegetation cover, the effects of leaf cover in the summer months will be limited. The retained roadside vegetation in the middle-ground will focus views towards the Proposed Scheme in the background view. Therefore, the magnitude of change is considered to remain as low, giving rise to a minor adverse effect.	Effects as described for year 1 summer. The magnitude of change will remain as low, giving rise to a minor adverse effect.	Effects as described for year 1 summer. The magnitude of change will remain as low, giving rise to a minor adverse effect.

Viewpoint	Description of effect – operation year 1		Description of effect – operation year 15 summer	Description of effect – operation year 60 summer
	Winter	Summer		
	<p>magnitude of change in this view is considered to be low.</p> <p>The low magnitude of change, assessed alongside the low sensitivity of the receptor, will result in an effect of minor significance.</p>			
Viewpoint 307-2.004: View from Drake Croft, Chelmsley Wood	<p>The intervening vegetation and landform in the middle and background forms a dense visual barrier.</p> <p>There will be no change in the nature of the view due to distance and retained intervening vegetation and landform.</p>	<p>There will be no view of any elements of the proposed Scheme and no change in the view. No further assessment required.</p>	<p>There will be no view of any elements of the proposed Scheme and no change in the view. No further assessment required.</p>	<p>There will be no view of any elements of the proposed Scheme and no change in the view. No further assessment required.</p>
Viewpoint 307-4-001: View north-west along Yorkminster Drive from Yorkminster Drive Bridge over the A452 Chester Road	<p>The Proposed Scheme will traverse the background view on embankment and M6 viaduct No 3 beyond the belt of woodland planting running parallel with the M6 corridor. Views of the Proposed Scheme will be largely interrupted by this woodland planting. However, some sections of overhead line equipment and gantries up to 8.0 m high may be visible against the skyline. Dense roadside planting associated with A452 Chester Road will preclude views towards the Proposed Scheme at the right of the panorama. Therefore, the magnitude of change in this view is considered to be negligible.</p> <p>The low magnitude of change, assessed alongside the low sensitivity of the receptor, will result in minor effects.</p>	<p>Leaf cover will enhance the visual barrier provided by roadside vegetation on Chester Road and Yorkminster Drive. Although the central part of the view is defined by highway, the tree belt in the background view will have a more pronounced screening effect in summer months. Therefore, the magnitude of change is considered to remain as low, giving rise to a minor effect.</p>	<p>Effects as described for year 1 summer. The magnitude of change will remain as low, giving rise to a minor adverse effect.</p>	<p>Effects as described for year 1 summer. The magnitude of change will remain as low, giving rise to a minor adverse effect.</p>

Part 5 References

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